

THE  
"OVERLAND CHINA MAIL"  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Weekly News  
of Hongkong and the  
Far East.

Price (including Postage) to any  
part of the world 4/6  
per annum.

# The China Mail.

ESTABLISHED 1840

AGENTS  
Orders for the "China Mail"  
and "Overland China Mail"  
may be made for our agents at  
the following ports:-  
Canton, Peking & Co.  
Hongkong, Messageries & Co.  
Shanghai, A. S. Watson & Co.  
Yokohama, K. S. Watson & Co.  
Manila, A. S. Watson & Co.

No. 16,582.

第四千七百六十六號

HONGKONG, TUESDAY, JULY 4, 1916.

長丙大歲年五國民華中

PRIOEL \$3.00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
Tel. 514.

THE THREE "B.P.S."  
ONE IN PRISON; ONE DEAD; ONE  
WORKING FOR BRITAIN.

New York, May 17.  
When the American Press some years  
ago, prematurely announced the death  
of Mark Twain the famous humorist  
observed that the report had been  
greatly exaggerated. Lieutenant-General  
Sir Robert Baden-Powell has improved  
upon Mark Twain. For weeks a rumour  
has been circulating in the States to the  
effect that Sir Robert is undergoing  
imprisonment in the Tower of London,  
charged with espionage.  
The United Press cabled its London  
office, which has received the following  
letter, written from the offices of the  
Boy Scouts' Association:-  
"Dear Sir, I regret that the report  
that I am sojourning in the Tower of  
London under a charge of espionage  
cannot be correct, as I was taken out  
and shot over a month ago (according to  
a Chicago newspaper). I am not clear  
which country I was spying for, but at  
the moment I am fairly busy on work  
for Great Britain. Yours truly (signed)  
ROBERT BADEN-POWELL."

NOTICE.

ANY EUROPEAN, Non-ASIAN, or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hour of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
6 p.m. daily.

## THE HANDY BOAT FOR MACAO.

THE Steamship  
"CHUEN CHOW"  
The ONLY BOAT LEAVING at 5 P.M.  
EVERY DAY.

Back again by noon on the following day,  
SUNDAY-Leaves Macao 5 P.M.  
Arrives Hongkong about 9 P.M.

FARES:—First Class \$2 Single; \$3  
Return (Saloon).  
First Class 50 cts. Single; \$1.50 Return  
(Saloon) for Chinese.  
Second Class 30 cts. Single; \$1 Return.  
Electric Fans throughout. First Class  
Attention. Ample Saloons and Cabin  
Accommodation.

Passengers may sleep on board without  
additional charge on return tickets only.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報  
THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.  
CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.  
ALL THE LATEST INTELLIGENCE FROM  
VARIOUS PORTS IN CHINA AND JAPAN.  
\$11.00 per annum delivered in Hongkong  
\$17.00 to all other ports.  
L. WILKINSON, SEBASTIAN, HONGKONG.

## BUSINESS NOTICES.

STEAM OR MOTOR VESSELS  
8,000 Tons, 3,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
STEAM LAUNCH FOR SALE OR HIRE.  
W. S. BAILEY & Co., Ltd.  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY

## BY APPOINTMENT, WATSON'S STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the  
Far East.  
The real charm of Stone Ginger-Beer is the flavour produced  
by partial fermentation; without this no Stone Ginger-Beer can be  
said to be genuine.

\$1.00 per dozen.

A. S. WATSON & CO., LTD.,  
AERATED WATER MANUFACTURERS.

## MAP OF PEAK & LOWER LEVELS, HONGKONG.

BY K. A. MASSEY  
NOW READY.

PRICE ..... \$2.00  
MOUNTED ON CLOTH ..... \$3.00  
WITH TEAK-WOOD ROLLERS ..... \$3.50

Also  
PLAN OF BUSINESS SECTION \$0.75  
These Maps are Published in connection with Massey's  
Commercial Map and Directory and are on Sale at  
Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co.,  
The SOUTH CHINA MORNING POST, Ltd.,  
SINCERE Co., Ltd., SUN Co., Ltd., WING ON Co., Ltd.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.  
CABLE Laid 5" to 16" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to  
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

## "MUMEYA"

"While-you-wait" Photography.  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRIOEL 200 per 3 pcs. on Post Cards.  
No. 8, Queen's Road Central.  
TEL: No. 254

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 75' x 85' x 34'  
Pumps empty Dock in 2-3 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—  
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H. P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN, AGENTS,  
Telegraphic Address: "TAIKOODOCK" Telephone No. 212.

## BEWARE OF MOSQUITOES!

## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

## THE VICTORIA DISPENSARY.

TELEPHONE 298.

## THE HONGKONG HOTEL AND GRILL ROOM.

J. R. TAGGART,  
MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking, and Ladies  
rooms, Roof Garden.  
Terms:—From \$5 per day Mex.

Telegraph add: "Peapack".  
P. O. PEUSTER,  
Manager.

## PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:—  
SAN FRANCISCO, CAL.  
YOKOHAMA, JAPAN  
BOMBAY, INDIA.

China:—  
HANKOW  
SHANGHAI  
CANTON

DON'T Forget after the Show, Supper  
and Light Refreshments.  
ALEXANDRA CAFE.  
Open till Midnight.

## KING EDWARD HOTEL

Central Location

14 Electric Trains Pass Entrance.  
Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fixings.  
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.  
TELEGRAPHIC ADDRESS:  
"VICTORIA." J. WITCHELL,  
Manager.

TANG YUE, DESTINY, successor to  
the late SHEN TING.  
14-BAGGALL STREET.

TERMS VERY MODERATE.  
Consultation free.

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

## Shewan, Tomes & Co.

GENERAL MANAGER.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 4th JULY.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'  
10 P.M. 'KINSHAN' 6 P.M. 'FATSHAN'

WEDNESDAY, 5th JULY.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'  
10 P.M. 'FATSHAN' 6 P.M. 'KINSHAN'

Single Fare by Night Steamer ..... \$ 5.00  
Return Fare by Night (available also for Return by day Steamer) 11.00  
Single Fare by Day Steamer ..... 5.00  
Return Fare by Day Steamer ..... 9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2076 S.S. 'SUI TAI' Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.  
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 2 P.M.

## EXCURSION TO MACAO.

SUNDAY, 6th JULY.

The Company's Steamship "TAISHAN"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

CANTON-MACAO LINE.

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 538 Tons, and S.S. 'NANNING' 469 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and  
"SANUL". These vessels have superior 6th-class accommodation and are lighted  
throughout by electricity. Electric Fans in each cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Over Floor).

Opposite the Black Pig.

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies,  
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

Bournville COCOA represents the  
highest grade of nutritive cocoa (as presented on  
the market) it fully maintains its high repute  
for its food value and delicacy of flavor, and  
is second to none in any respect whatsoever.  
Medical Magazine, March, 1911.

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM THE FACTORY IN NAGDEN, BOURNVILLE, ENG.

Hongkong, Dec. 17, 1913.



## INTIMATIONS

## WANTED.

YOUNG PORTUGUESE as PROOF READER and GENERAL ASSISTANT. Knowledge of bookkeeping essential and ability to speak Chinese a recommendation. Apply by letter.

C/o "CHINA MAIL" Office.  
Hongkong, June 29, 1916. 774

## WANTED TO BUY.

LYON'S REGISTER

Year 1914/1915.

Offers to "L.R."

C/o "CHINA MAIL" Office.  
Hongkong, June 29, 1916. 781

## WANTED.

A YOUNG MAN as OFFICE ASSISTANT, must understand stenography, bookkeeping and general office work. State experience and salary expected. Address P.O. Box 75, Hongkong June 29, 1916. 786

## WANTED.

FURNISHED HOUSE or FLAT. Higher level. Address "Flat." C/o "CHINA MAIL" Office.  
Hongkong, June 29, 1916. 718

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL, and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers, General Storekeepers and Shipchandlers Nos. 35 and 37, HING LON STREET (2nd Street, west of Central Market) Telephone No. 515, Hongkong September 4, 1913.

## PEAK TRAMWAYS COMPANY, LIMITED

## TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 15 minutes.

**NIGHT CARS.**  
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

**SUNDAYS.**  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 8.10 p.m. Every 15 minutes.  
8.10 p.m. to 8.15 p.m. Every 15 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAY.**

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON,  
General Managers.

## "A SCOUT IN FAIRYLAND"

## "JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with typical illustrations for the benefit of War Charities.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,

Messrs. Witherby, Ltd.,

Messrs. Kelly and Wilson, Ltd.,

Messrs. Whiteway,

222, Queen's Road, Central,

and THE CHINA MAIL, Ltd.

Price 50 Cents.

## FRENCH LESSONS

G. MOUTON.

15, Morrison Hill Road.

IF you have at your appetite one of the best variety of daily dishes at the ALEXANDRA CAFE in Sans & Sans, you.

## INTIMATIONS

## NOTICE.

MR. A. VIVIAN HOGG, having resigned his position in our Firm as "Power of Attorney" is withdrawn as from June 30th.

## NOTICE.

WE HAVE This Day appointed MR. FRANCIS CHARLES HORS, Manager of our Canton Branch, with power to Sign our name by Procuration.

## NOTICE.

MR. A. VIVIAN HOGG has joined our Company as a Director as from the 1st June, 1916.

## NOTICE.

DEUTSCH-ASIATISCHE BANK, HONGKONG (In Liquidation).

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.  
Appointed by the Hongkong Government.  
Hongkong, June 13, 1916. 744

## NEW COLUMBIA RECORDS.

Concerto in E Minor (Violin) Ysaye.  
D17757 Serenade (Spanish Dance) (Uello) (Pablo Casals).  
The Swan.  
D17712 Campanella (Piano Solo) Godowsky.  
Bark, Hark, The Lark (Piano Solo).  
D17751 Nocturne in E-flat (Violin) Parlow.  
Liebesfrüh.  
D17711 Invitation to the Waltz.  
Isle's Love Song (Grand Sym. Orch.).

## THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. TEL. 132.

## DAIRY FARM NEWS.

**HAMS: HAMS: HAMS!!!**  
FARMER HAMS ... 85 cts. per lb.  
ROYAL HAMS ... 80 " " "  
YORK CUT HAMS ... 80 " " "  
COOKED HAM (In Slices) ... \$1. - per lb.  
THE DAIRY FARM CO., LTD.

**MARTIN'S APIOL STEEL PILLS**  
A French Remedy for all Rheumatic, Gouty, and Gravelly Affections. It is a powerful and reliable remedy for all these ailments, and is especially recommended for the treatment of the above diseases. It is sold in all the principal chemists and druggists throughout the world.

## NORTH BRITISH &amp; MERCANTILE INSURANCE CO.

IN WHICH ARE ENTERED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, Ltd.,

AND THE RAILWAY PASSENGERS ASSURANCE CO.,

TOTAL FUND at 31st DECEMBER, 1914, £23,970,287.

Authorized Capital £5,000,000.

Subscribed Capital £4,500,000.

Paid up Capital £2,457,600.

II—Fire Fund £5,837,047.

III—Life & Accident Fund £17,667,430.

Slaking Fund Account £128,230.

£23,970,287.

Revenue First Branch £2,881,458.

Life and Accident Branch £2,141,093.

Revenue Marine Department £37,329.

Other Receipts £478,440.

£23,970,287.

T. & A. Accountants of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Department of the Company's Business.

SHEWAN TOMES & CO. Agents.

THE ALEXANDRA CAFE, Canton Road, is a well-known and popular place for the Chinese, Cantonese, and other races.

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THE ALEXANDRA CAFE is a well-known and popular place for the Chinese, Cantonese, and other races.

"To make sales is not enough, you must make friends."

## "CAPSTAN" NAVY CUT

## TOBACCO &amp; CIGARETTES HAVE BEEN MAKING FRIENDS FOR YEARS

## W.D. &amp; H.O. WILLS

"Constant growth signifies constant merit."

## THE OPIUM TRADE.

The forty-first annual report, 1915-16 of the Society for the Suppression of the opium trade, contains the following references of local interest:—

"During the past year, the question as to the disposal of the stocks of Indian opium remaining in the hands of the dealers at Shanghai and Hongkong has been settled by a compromise. The Chinese Government, on condition of receiving an extra of 3,000 taels per chest on the 8,000 chests at Shanghai, agreed that the three remaining 'run-time' provinces, Kiangsi, Kiangnan, and Kwangtung, which had not yet been closed to the import of Indian opium, should remain open till March, 1917, the date at which the last opium shops in Shanghai are to be closed. The British Government assented to this arrangement, and the British and Chinese Commissioners who had been sent into Kiangsi to enquire into its claim to have put an end to poppy growth were recalled. An agreement was subsequently effected between the Opium Suppression Commissioners for the above three provinces and the Hongkong opium merchants, by which the 1,200 chests in stock at Hongkong were to be bought for sale under a monopoly in the province of Kwangtung within a period of eighteen months, expiring also in March, 1917. The Chinese Government would receive an extra tax of 6,000 taels per chest on the opium."

We profoundly regret that the failure of the British Government and people to rise to the moral level required to end the Indo-Chinese opium trade by buying up these stocks on reasonable terms has involved the continuance of this immoral trade, so that the Chinese people are being made to pay enormous profits to the merchants who speculated in the means of vice. At the same time we are glad to look forward to the final ending of this traffic in another twelvemonth. The continuance of the trade in these three provinces is naturally being accompanied by much smuggling, and by renewed attempts to grow the poppy in various parts of China. In the International Settlement of Shanghai, one-half of the licensed opium shops have now been closed, in pursuance of the arrangement reported last year. In the French settlement a similar process has been begun."

## GROWING MORPHINE IMPORTS.

During the year, attention has been called to the alarming increase of the imports of morphine from Great Britain to the Far East. The Board of Trade returns give the following particulars:—

Export of Morphine from Great Britain in 1911: 208,540oz.

Export of Morphine from Great Britain in 1912: 276,572oz.

Export of Morphine from Great Britain in 1913: 406,174oz.

Export of Morphine from Great Britain in 1914: 504,020oz.

(The returns for 1915 are not yet published.)

A large portion of this morphine goes to Japan, and thence smuggled into China, especially into Manchuria, where the morphia habit of injecting morphia has become extremely prevalent. The trade is carried on in defiance of the Treaty of 1902, concluded with China at the close of the Boxer trouble."

## THE HONG KONG CONVENTION.

Owing to the continuance of the war no further progress appears to have been made towards bringing into operation the provisions of the Hague-Opium Convention, but we are glad to note Sir Edward Grey's announcement that the Convention has now been ratified by the British Government."

A Committee of the French Senate has presented an amended Bill for the suppression of the opium trade."

The position of the Indian Government, in continuing to produce opium on a considerable scale for non-medical purposes, demands the serious attention of all who desire that the British administration of that great country should be freed from the reproach of pandering to vice. Although the export to China has been brought to an end, opium is still being cultivated and prepared in India, under more or less direct Government patronage and control, for non-medical use by British subjects in India and Burma, in the Straits Settlements and Federated Malay States, and in Hongkong. It is also exported to the French Colonies in India and Indo-China, the Dutch possessions in Java, Sumatra, and other islands, the Portuguese territory of Macao, and Siam. In the Indian Ridge debate of 1914, an Indian member put the very cogent question:—"Why, if the use of opium is deleterious to Chinamen, and the export of the drug to China is therefore prohibited, should it be exported to the Straits Settlements, Hongkong, and other parts of the world? Are not the residents of these places also human beings, and do they not require the same humanitarian consideration from the Indian Treasury as the Chinamen have secured?" It may not be possible, during the present world conflict, to press this question with effect. But as soon as peace is restored, we must be prepared to urge upon the British Government of India that it should undertake, in friendly co-operation with the Governments of France, the Netherlands, Portugal, and Siam, to bring to an end these evil remains of an evil trade."

## THE INDIAN GOVERNMENT POSITION.

The position of the Indian Government, in continuing to produce opium on a considerable scale for non-medical purposes, demands the serious attention of all who desire that the British administration of that great country should be freed from the reproach of pandering to vice. Although the export to China has been brought to an end, opium is still being cultivated and prepared in India, under more or less direct Government patronage and control, for non-medical use by British subjects in India and Burma, in the Straits Settlements and Federated Malay States, and in Hongkong. It is also exported to the French Colonies in India and Indo-China, the Dutch possessions in Java, Sumatra, and other islands, the Portuguese territory of Macao, and Siam. In the Indian Ridge debate of 1914, an Indian member put the very cogent question:—"Why, if the use of opium is deleterious to Chinamen, and the export of the drug to China is therefore prohibited, should it be exported to the Straits Settlements, Hongkong, and other parts of the world? Are not the residents of these places also human beings, and do they not require the same humanitarian consideration from the Indian Treasury as the Chinamen have secured?" It may not be possible, during the present world conflict, to press this question with effect. But as soon as peace is restored, we must be prepared to urge upon the British Government of India that it should undertake, in friendly co-operation with the Governments of France, the Netherlands, Portugal, and Siam, to bring to an end these evil remains of an evil trade."

## The Man Who Gets There

Is the man who has blood—your rich red blood and plenty of it—in his body.

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

It makes blood—lots of it—life-giving, brain-nourishing, strength-replenishing blood.

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## THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

## STORIES FROM THE BATTLEFIELD.

## ENEMY HOPELESSLY OUT-GUNNED.

LONDON, July 3. Only fragmentary details have yet been received of the infantry fighting. An episode which has fascinated Paris is a story of how two Scottish regiments carried three lines of trenches at one bound and penetrated the village of Montauban, slaying with the bayonet several hundreds of the enemy and capturing the whole staff of a Regiment.

In the present cautious and methodical push there have been apparently few instances of fatal over-zeal, carrying men beyond their supports, but the skill and courage of the enemy are evidenced by the desperate fight at Thiepval. After the place had apparently been thoroughly cleared and the British had passed, the Germans emerged from deep dug-outs and other strange hiding places and furiously attacked with machine-guns and bombs, while a tornado of all sorts of shells transformed the scene of the fierce conflict into a cauldron of green smoke. The wonder is that anyone could possibly survive.

Indications show that the Germans were in no way surprised. They even knew the actual date fixed for the attack. Hence the success of our first onslaught is all the more praiseworthy because their strongest defense was put up in the battered village and field forts in which they fought with the highest skill and obstinacy.

The weak point in the German resistance was the enemy's heavy artillery. He was throughout hopelessly outgunned.

## THE LONDON STOCK EXCHANGE.

LONDON, July 3. The removal of minimum prices on Indian stocks revealed a 4 1/2 to 5% basis with a disposition to purchase at the reduced level. There were buyers of 3% Indian stock at 62, and 3 1/2% at 72.

## EARLIER TELEGRAMS.

## THE ANGLO-FRENCH OFFENSIVE.

## PRISONERS EXCEED 6,000.

PARIS, July 2. Fighting continued in our favour all day north of the Somme.

In the region of Hardecourt and Curry we captured a fortified quarry. East of Curry we gained a footing in the second line at many points.

South of the Somme we captured the village of Erise and a wood at Mercantourt.

The unrounded prisoners now exceed 4,000, including 150 officers.

Guns and much war material have been captured.

Our losses are of the slightest.

No infantry action has taken place north of Verdun, but there has been a lively bombardment.

## SLOW BUT SURE.

PARIS, July 3. A semi-official communiqué emphasizes that progress must be slow but sure, the tactics being to consolidate every gain before attacking the next objective.

## MORE SUBMARINE VICTIMS.

LONDON, July 3. The British steamers *Wanderer* and *Tanis* have been sunk.

## MINISTER OF MUNITIONS.

## MR. CHAMBERLAIN SUGGESTED.

LONDON, July 3. The *Times* says it is suggested that Mr. Chamberlain may succeed Mr. Lloyd George as Minister of Munitions, and that Lord Crewe will return to the India Office.

## CAN YOU AFFORD THE RISK?

WHERE you ever seized with a severe attack of cramp, colic or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take any risk. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

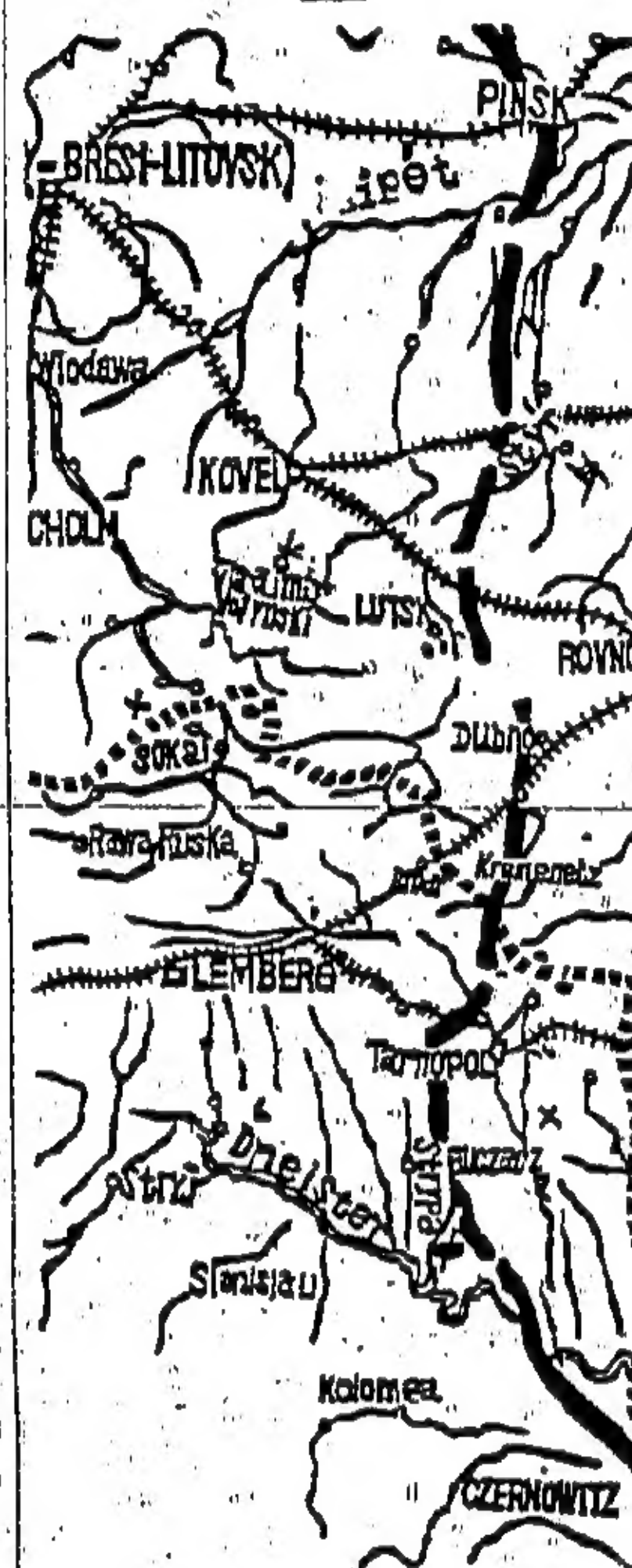
## GERMAN ONSLAUGHTS ON RUSSIAN FRONT.

## RUSSIAN MILITARY AUTHORITIES CONFIDENT.

## PETROGRAD, July 3.

The result of a week of violent onslaughts is that the Germans advanced five miles in some sectors east of the Styr, but the Military Authorities are confident that the Russians will hold the enemy pending the development of General Letichinsky's sweep in Bukhovina.

The Russians have advanced fifteen miles south-westward of Kolomea, and the Austrians are hard pressed to cover their retreat towards the Carpathians.



## LOWER HALF OF THE RUSSIAN LINE.

The Russian force which broke through the German lines at Lutsk has Kolomea as its immediate objective, and the fighting recorded in to-day's telegram is in that region.

General Letichinsky's army is operating further south, where it has captured Czernowitz and Kolomea.

## GERMAN NAVAL PLANS.

LONDON, June 12.—The Amsterdam correspondent of the *Times* referring to the battle of Jutland, says the German object was not to bring on a general engagement but to convey a large number of commerce destroyers past the British fleet into the Atlantic ocean. This plan failed completely. Many of the fast cruisers intended to be used for this purpose were sunk. Other accounts state the German object was to transfer to the Baltic battleships of a recent class needed for the attack on Riga but too deep to pass through the Kiel canal.

## WAR NEWS FROM THE FRONT.

The following army instruction, dated from the War Office, May 16, relating to regimental journals and battalion diaries, has been issued:—"It has been brought to notice that Regimental Journals and Magazines frequently contain information regarding the movements, actions, and situations of battalions, which would be of great value to the enemy if it came into his possession. With a view to minimizing this danger, it is notified that no record of the above nature in regard to an event that has occurred within six months of the date of publication should, in future, be included in Regimental Journals and Magazines." This also includes letters from the front.

## BIG BAG OF SUBMARINES.

A striking reference to the success of anti-submarine operations of the British and Allied Fleets appears in the latest issue of the *Scientific American*. The passage runs as follows:—"A prominent American business man, who has recently returned from an extended business trip among the belligerent nations of Europe, tells us he was reliably informed that the Allies had netted a total of 180 submarines. Not long before this our Navy Department learned through its own private sources of information the total number of submarines captured, destroyed by this and other means was 187."

## THE MILITARY SITUATION.

LONDON, June 16.

Germany's military position strongly resembles that existing in 1914. The enemy then marched through Belgium intending to deliver a smashing blow at France before the Russian mobilization was complete. They found Russia becoming dangerous while France was still unbeaten, and were obliged to turn troops eastward. Last February Russia had re-equipped her armies. The Germans attacked Verdun as a preliminary to a new march on Paris, again hoping to deliver a crushing blow and turn eastwards in time to deal with Russia. The French resistance at Verdun and the Russian success against Austria upset her programme. While news of each step in the Russian advance is eagerly awaited, experts are even more interested in the question how Germany will meet the situation whether or not the Russians be delayed on the Stokhod or west of the Strya or south of the Pruth. It seems improbable that Austria alone even by the abandonment of the Trentino offensive can effectively resist Russia on the whole front, and as the "Morning Post" military correspondent remarks it is not to be supposed that Germany will allow her ally to be driven across the Carpathians and the whole position on the eastern front to be imperilled without making a determined attempt to prevent it. The correspondent quoted mentions the possible abandonment of the German offensive in France. The possibility has been already discussed and it is widely believed that any appreciable withdrawal of German troops from the western front would be the signal for a great Anglo-French attack for which it is hoped the French are quite ready, despite the sacrifices entailed in defending Verdun.

The Central News Petrograd correspondent suggests that the Germans may assist the Austrians by risking a great battle on the Dvina front, as the only alternative to retirement from there. This Petrograd correspondent states that the Russian advance has compelled Prince Leopold of Bavaria whose right rested on the Pripiet and Stokhod to bend his flank to cover his communications. The Germans are conducting demonstrative attacks from Baranovitchi to Polissie to mask the regrouping in the centre necessitated by these dispositions which have weakened the line of the Strya.

## THE PRIME MINISTER.

## SPECTATOR'S TRIBUTE TO HIS GREAT QUALITIES.

Under the heading of "The Prime Minister," the "Spectator" prints in its recent issue a warm appreciation of Mr. Asquith.

The Government, the writer says, want to be given a chance to do their duty unhampered by the distraction of either of courses or of lamentations, of invectives, or of strictures based upon idle rumour or malicious gossip. While professing no sympathy with the Prime Minister as a politician, the writer goes on, with regard to the war: "The country owes him a great deal for his conduct of affairs, and all is known, and the full story is told, history will, we believe, not merely acquit him of the charges which have been brought against him, but pronounce that he has displayed great qualities—qualities which were necessary to our ultimate success."

His plan of campaign was to maintain national unity even at the sacrifice of peace, and even if it involved a certain loss of the nation's energies. At the very beginning of the crisis he realized that war could not be avoided without loss of honour and the good faith, and, without incurring the deadliest of perils. Thereupon he made up his mind to bring not only the majority but the whole of his party into line, and thus secure a united nation. He was determined that the nation should move as a whole, and that even if the march were thereby delayed, the advance guard should never run away from the main column. Who can doubt that herein he was wise in principle, even if the halts often tended to exasperate those who do not realise the dangers that come from a disorderly advance.

THE "IMPERTURABLE." The writer next praises Mr. Asquith's quality of imperturbability; he kept cool himself and helped the nation to keep cool.

The calumny that the Prime Minister is callous to the sufferings of the nation has been destroyed by the fact, in answer to the charge that Mr. Asquith has avoided "the personal troubles, anxieties and sufferings" that have fallen upon other men, points out, even at the risk, as the writer puts it, of giving "personal annoyance to Mr. Asquith," that he has had three sons fighting at the front and that all have held posts of personal danger, that two have been wounded—one badly at Gallipoli—and that the Prime Minister has never allowed to this circumstance in public. "That he has never let the world know this is a reticence of a very memorable kind," adds the "Spectator," and points out that "no man dare say that the members of his (Mr. Asquith's) family have asked received any sort of preference, or have been given the soft or sensational jobs."

Orders have been made by the Board of Trade under the Trading with the Enemy Amendment Act, 1916, requiring the "Odo" Chemical Works, of South-west, E.C., manufacturers of toilet preparations, and Julius Kaysner and Co. (Ld.), wine merchants, to be wound up.

## CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the temperature, a change in the food, and impure water, are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures these bowel disturbances promptly. For sale by all Chemists and Storekeepers.

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Cham Pak Tung	100
Wong Ping Shum	30
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Sew Fung	10
Eu Wo	10
Fan Ping Yau	10
Fan Ping Chee	10
Yau Hing	10
Wing Hop Loong	10
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Wing Yick	10
Yee Sang	10
Yue Loong	10
Sew Cheong	10
Yan Tai	10
Kun Shan	10
Tak Loong	10
Tai Tak	10
Sam Shing Loong	10
Man Loong	10
Lee Yim Pak	10
Low Cheong	10
Ku Kee	10
Yu Cheong	10
Kwan Cheong	10
Shing Hing	10
Shing Hing	10
Ma Yuen	10
Lung Chung Man	10
Ma Wen	10
Tam Ping	10
Ching Hing	10
Ma Hoi Ching	10
Chan King Kee	10
Tan Hing	10
Tai Tak Va	10
Chan Chun Kwei Tong	10
Shun Hing	10
Ku Lai Chan	10
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Fok Kun	10
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Wing On Sing	10
Kwong Fook Cheong	10
Wing Kit Chan	10
Pun Chun Yuen	10
Yu Hing	10
Tan Fook	10
Chinese subscriptions of under \$50	100
Anonymous	100
Staff A. S. Watson & Co. (monthly subscription)	54
Mr Chan Yuet Ting	25
Mr John Duncan	10
Ojag Singh (monthly subscription)	10
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Mr A. E. Wright	10
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Mr A. W. Tickle	10
Mr H. E. Cornish	10
Mr Leslie Ross	10
Mr H. C. Lowick	10
Mr C. Parker Rees	10
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Mr O. J. M. Hoyem	10
Mr J. Grant	10
Mr S. R. Jones	10
Mr T. Bolt	10
Mr T. J. Richards	10
Sundry amounts of under \$5	70
Mr A. W. J. Simons	100
The Bishop of Victoria	100
"Our Little Bit Society" (monthly sub.)	50
Victoria British School	16
H. E. Major General F. P. Venars	100
Collected by Wing Kwong Tin and Leung Ping Fai	100
Mr Tam Pak Shao	50
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Mr Siu Kum	100
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Mr Chan Chik Cho	100
Mr Wo Chuen	100
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Sundry amounts under \$5	32
Children of the Kowloon British School	30.50
K. K. K.	30
Mr J. Owen Hughes	350
Mr W. G. Worcester	30
Mr Chan Tai Nam	10
Mr L. Hamming	5
Ojag Singh (monthly subscription)	10
Mr G. W. Barton	50
Collected by Mrs R. D. Harvey	100
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Mulder	100
Members of the Legal Profession	5,075.75
Mr J. R. Greaves	100
Mr E. H. Ray	100
Anonymous	100
Queen's College Amateur Dramatic Assocn.	400
Mr W. Dunbar	500
Mr E. B. L. Dowbiggin	25
Hongkong Hut Fund	5,702.97
Mr R. A. Hale	35
"Redden Mac"	30
Anonymous	100
Mr J. Edwards, Secretary	10
Mr W. G. Lay (monthly Sub. Stow)	20
Mr E. K. Browning	5
Mr T. Carr Ramsey	5
Mr G. Barker	10
Mr G. D. Fitzgibbon	15.00
Mr W. Howard	10
Mr T. J. Edwards	10
Dr. J. C. Johnson	100
Dr. W. V. M. Koch	75
Dr. C. P. Jordan	150
Dr. F. T. Keyt	75
Mr N. D. Fullen	25
Miss A. E. Gorham	10

Monthly subscriptions	\$13,222.07
Already acknowledged	104,028.89
Total	\$117,250.96

The amount of \$5,075.75 mentioned above consists of donations from 33 members of the Legal Profession, and in addition eleven members have undertaken to pay, monthly, a total sum of \$206. Five other members have already subscribed, or are subscribing, to the Fund directly, or through other channels.

The amount of \$5,702.97 mentioned above was paid over to the Fund by Mr. H. A. Cartwright, and the equivalent—\$500—has been remitted by telegraphic transfer to the Y.M.C.A. Headquarters to provide a Y.M.C.A. Hut in France.

A further list will be published shortly.

N. J. STABB,  
Hon. Treasurer,  
War Charities Fund.

Hongkong, 3rd July, 1916.

## ST. JOHN'S AMBULANCE ASSOCIATION.

At an Examination held recently the following Candidates passed in Home Nursing:—Miss Mary Anderson, Miss Nora Boscombe, Mrs. Alice Christian, Miss Minnie Cloa, Miss Vera Cress, Miss Hannah Eyma, Mrs. Elisabeth Green, Miss Irene Garth, Mrs. Catherine Martin.

Dr. Smalley, M.B., as Hon. Lecturer to the Class, and Deputy Surgeon Draper as Hon. Examiner.

The British American Tobacco Company has 1,500 of its employees in the Army.

"Father, what's the future of the verb 'invest'?"

"Investigation."

## DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family, for one of two things will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

## To-day's Advertisements.

G. R. NOTICE.

## REGISTRATION OF PERSONS ORDINANCE 1916.

ALL PERSONS NOT EXEMPTED who remain in the Colony for more than one week are REQUIRED to REGISTER THEMSELVES at the Office of the Captain Superintendent of Police.

(a) In the case of RESIDENTS in the Colony, BEFORE JULY 23rd 1916.  
(b) In the case of NEW ARRIVALS, WITHIN ONE WEEK of arrival.

The following are exempted:—  
(1) Members of His Majesty's Regular Naval and Military Forces.  
(2) Civilians in the permanent employment of the Colonial Government or of the Military authorities.  
(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force or Special Police Reserve.  
(4) Consular Officers of Foreign States.  
(5) The wives and daughters of persons included in any of the 4 classes mentioned above.  
(6) Persons of Chinese Race.  
(7) Persons not exceeding 15 years of age.

FORMS of REGISTRATION, giving the particulars required, MAY BE OBTAINED at the Enquiry Office G. P. O., Hongkong, The District Office at Kowloon, and at all Police Stations.

THE PENALTY FOR FAILING TO COMPLY with this Ordinance is a FINE NOT EXCEEDING \$50.

C. M. E. MESSER,  
Captain Superintendent of Police,  
Hongkong, June 21, 1916.

## HARPER'S PRICKLY HEAT POWDER.

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

PREVENTION OF SORE FEET. Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sore and Blisters.

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A handy lad with a hammer can do it well!

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## "MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHEAP!  
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"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

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SHANGHAI, MOJI, KOBE, and YOKOHAMA.	NOVABA	17th July.	Direct Service.
SHANGHAI, MOJI, KOBE, and YOKOHAMA.	NOVABA	17th July.	Direct Service.
LONDON via SINGAPORE, SUEZ, PANAMA, COLON, and YOKOHAMA.	NOVABA	25th July.	Direct Service.

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P. & O. S. N. Co.'s Office, Acting Superintendent.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

**AMERICAN LINE.** FOR VICTORIA, SEATTLE, AND TACOMA.  
Via SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

S.S. "HAWAII MARU" Capt. Saito. Monday, 10th July, at 3 p.m.  
\* Omitting Shanghai and Moji. \* Omitting Manila and Nagasaki.

**BOMBAY LINE.** FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

S.S. "JAVA MARU" Capt. S. Yabu. Saturday, 15th July, at 7 a.m.

**JAVA LINE.** For MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA & SINGAPORE.

S.S. "NITAKA MARU" Capt. Tuesday, 4th July at 7 a.m.

**FORMOSAN LINE.** FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. "SOSHU MARU" Capt. Murakami. Wednesday, 8th July, at 9 a.m.

S.S. "KAJIO MARU" Capt. Murakami. Sunday, 8th July, at Noon.

Proceeding to Anping and Takao via Swatow and Amoy.  
Proceeding to Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—  
H. YAMAUCHI, Manager.  
No. 1, Queen's Building.  
TEL. Nos. 744 & 745.

# THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

## SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	23rd July, at 11 a.m.	
ST. ALBANS	4th August.	27th August, at 11 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-boats have Electric Fans. A fully qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to  
GIBB, LIVINGSTON & CO. Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND "AFRIC LINE".  
Proposed sailings from Hongkong.

Steamer	From Hongkong, on or about	Connecting at Calcutta with	On or about
"UMKUTI"			End of July.

For Freight and further particulars apply to  
DODWELL & CO., LTD. Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.  
(With liberty to call at the Malabar Coast)

## FOR BOSTON &amp; NEW YORK.

S.S. "MUNCASTER CASTLE" On or about 19th July.  
It is intended that both of the above vessels will proceed via Panama Canal.  
For Freight & further particulars, apply to  
DODWELL & CO., LTD. Agents.

## THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. "HAKU MARU" For Batavia, Sourabaya, Samarang, and Bantam.  
14th July.

S.S. "KOKUTO MARU" For Moji, Kobe, and Yokohama.  
14th July.

For Freight or Passage, apply to  
DODWELL & CO., LTD. Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR  
PANKHAI & HAIPHONG  
MANILA, CEBU & ILOILO  
HOIHOV & HAIPHONG  
HOIHOV & HAIPHONG  
NEWORHANG  
SHANGHAI  
MANILA, CEBU & ILOILO

TO SAIL  
July 5, Daylight  
July 6, at 3 p.m.  
July 7, at 10 a.m.  
July 7, at 4 p.m.  
July 8, at 4 p.m.  
July 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE Twin Screw Steamers "Chincha," "Taming," & "Tao." Excellent Saloon accommodation. Electric Fans fitted. Extra state-rooms on deck, etc. on "Taming" and "Tao."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.  
S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, AGENTS.  
Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For  
SHANGHAI  
MANILA  
SINGAPORE, PENANG & CALCUTTA  
SHANGHAI  
MANILA

TO SAIL  
July 7, Daylight  
July 8, at 3 p.m.  
July 8, at 3 p.m.  
July 13, Daylight  
July 15, at 3 p.m.

RETURN TOURS TO JAPAN.  
The steamers "Kusan," "Nagasaki," and "Yokohama" leave about every 3 weeks, generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," "Kusan," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Fuzhou, Chiao, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Rangoon, Labad, Dabu, Simpo, Tawau, Dabak, Jesselton and Labuan.

Under Straits Government Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., General Managers.

THE steamers "Kusan," "Nagasaki," and "Yokohama" leave about every 3 weeks, generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," "Kusan," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

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For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG &amp; RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Telephone No. 215.

## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

## HOMEWARD.

For  
STEAMER  
DATE OF DEPARTURE

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to  
JARDINE, MATHESON & Co., Ltd., AGENTS.  
Telephone No. 215.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

S.S. "CHAKRATA," 5,000 tons, Capt. H. M. J. will be despatched for SINGAPORE & PENANG on the 4th July.

The above steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a fully qualified surgeon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD. AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHEW

## AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN SAILING  
HAIPHONG Capt. J. W. Evans FRIDAY, 7th July at 2 p.m.  
HAICHING Capt. W. C. Passmore TUESDAY, 11th July at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Rialto Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK &amp; Co.

General Managers.

## NOTICES TO CONSIGNEES

## FRANK WATERHOUSE &amp; CO.

(Incorporated)

## ORIENTAL LINE.

## NOTICE TO CONSIGNEES.

FROM SEATTLE, WASH. U.S.A.

THE S.S. "Yessie," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Shanghai Steamship Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, at 4 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on 10th July, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 3, 1918. 797

## AMERICAN-HAWAIIAN S.S. CO.

## NOTICE TO CONSIGNEES.

## THE STEAMSHIP "GEORGIAN."

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong & Shanghai Steamship Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon. Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 10th June at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, July 3, 1918. 798

## TOYO KISEN KAISHA.

## FROM SOUTH AMERICAN PORTS.

SAN FRANCISCO, Via JAPAN PORTS.

## THE STEAMSHIP "KIYO MARU."

The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 4th July at Noon, will be landed at Consignees' risk and expense, and delivery must be taken by 10th July, from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on SATURDAY, 6th July, at 5 p.m.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 8th July, at 10 a.m.

No Claims will be recognized if filed after the 23rd July, 1918.

K. DOI, Acting Agent.

Hongkong, July 3, 1918. 799

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION STEAMERS SAILING DATE

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN AND TENERIFE

"KASHIMA MARU" Capt. Tabata, Tons 11,000, THURSDAY, 8th July, at Noon.

"MITSUBISHI MARU" Capt. Wada, Tons 10,000, THURSDAY, 13th July, at Noon.

"SHIMIZU MARU" Capt. Noma, Tons 12,500, WEDNESDAY, 14th July, at 4 p.m.

"KAMAKURA MARU" Capt. Kusano, Tons 12,400, TUESDAY, 2nd August, at 4 p.m.

"NIKKO MARU" Capt. Takeda, Tons 9,800, FRIDAY, 14th July, at 4 p.m.

"AKI MARU" Capt. K. Yoshikawa, T. 12,500, TUESDAY, 15th Aug. at 11 a.m.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO

"TOKYO MARU" Capt. Fujikura, Tons 8,000, TUESDAY, 11th July.

NAGASAKI, KOBE & YOKOHAMA

"AKI MARU" Capt. K. Yoshikawa, T. 12,500, FRIDAY, 14th July at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA

"SHIPACHI MARU" Capt. Tominga, Tons 12,500, FRIDAY, 14th July at 10 a.m.

SHANGHAI, MOJI & KOBE

"RANGOON MARU" Capt. Hori, Tons 11,500, THURSDAY, 20th July.

SHANGHAI, KOBE & YOKOHAMA

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

"TOYO MARU" Capt. Akamatsu, Tons 15,500, WEDNESDAY, 10th July at 6 p.m.

For further information apply to  
NIPPON YUSEN KAISHA, 5, MOBI, Manager.

## BARBER LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE S.S. "SKIPPER CASTLE."

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong & Shanghai Steamship Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th July, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 31st July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 7th July at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., Ltd., Agents.

Hongkong, July 1, 1918. 794

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. "YATSHING," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong & Shanghai Steamship Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th July, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godown where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 25, 1918. 795



# SHIPPING

## P. & O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
**MARSEILLES AND LONDON,**  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
to	to	from	Marseilles	London
Colombo	Colombo	Colombo	1916	1916
NELLORE	Thu. July 13	Through Steamer	August 15	Aug. 27
NANKIN	Fri. July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	* Kaiser-Lin	Sept. 11	Sept. 18
NORE	Aug. 25	* MOULTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	* KASHGAR	Oct. 8	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 1
NORDINIA	Oct. 6	Through Steamer	Nov. 10	Nov. 18
NOVAHA	Oct. 20	* MORIA	Nov. 19	Nov. 26

\* Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets Interchangeable with Orient Line.

### SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NOVARA	MONDAY, 17th July.
SOMALI	MONDAY, 17th July.
NORE	SATURDAY, 24th July.
MALTA	SATURDAY, 15th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

### IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

### MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at Marseilles, calling about	Due at London about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passage Tickets Interchangeable with the British India Co.  
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half, available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
**E. V. D. PARR,**  
Acting Superintendent.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

### S.S. CHINA

WILL SAIL FROM HONGKONG FOR

### SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.  
SEPT. 5 NOV. 11 JAN. 18.

AN UNSURPASSED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,  
Pioneer Buildings, 100 Horse Street.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	Connecting with	From Colombo:
26th July.	S.S. "GUJARAT"	17th August.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

### ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong:	Connecting with	From Colombo:
26th July.	S.S. "GUJARAT"	17th August.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

### "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

### JAPAN, CHINA AND STRAITS.

### UNITED KINGDOM & CONTINENT.

For Rates of Freight apply to  
**THE BANK LINE LIMITED**  
MARINE'S AGENTS.

### "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

### JAPAN, CHINA AND STRAITS.

### UNITED KINGDOM & CONTINENT.

For Rates of Freight apply to  
**THE BANK LINE LTD.**  
General Agents.

## THE BRITISH AT TSINGTAU.

### RELATED DISPATCHES.

#### HARDSHIPS OF THE TROOPS.

The War Office issued on Tuesday, as a Supplement to the London Gazette, the dispatches from General Barnardiston on the operations of the Tsingtau Expeditionary Force in September, October, and November, 1914. The dispatches describe the operations played by our troops co-operating with the Japanese forces in the capture of Tsingtau.

The Japanese Government addressed an ultimatum to Germany on August 15, 1914, requiring that she should withdraw all warships from Chinese and Japanese waters and deliver up by September 15 all the territory of Kiaochow, leased by Germany in 1898, with a view to its eventual restoration to China. No answer was given and Japan declared war on August 23. The blockade of Tsingtau, which lies on the eastern extremity of Kiaochow Bay, was begun on August 27. The Japanese troops for the siege were landed at Laoshan Bay (east of Tsingtau) on September 18, and on September 24 they were joined by the British force. On November 7 the town surrendered.

In his first dispatch, dated October 9, 1914, General Barnardiston deals with the transport of his force and mentions the good work performed by Capt. Henry R.N., Fleet-Surgeon Clarke, and Capt. Don, Indian Supply and Transport Corps.

#### THE BRITISH FRONT.

##### RAIN AND MUD.

No. 2.  
Brigadier-General N. W. Barnardiston, M.V.O. to the War Office.

Investing Lines before Tsingtau, 29th October, 1914.

Sir—In continuation of my dispatch dated 9th June, I have the pleasure to report that on the 10th instant I received orders from the Japanese Commander to the effect that the Force under my command was to take its place in the line of the 11th Division, a front of about 600 yards being assigned to us. Accordingly, on the 11th instant, I directed the 11th Division and the 2nd South Wales Borderers to take up with two companies, a line running approximately north-west and south-west through a point a little north of Point 177 on Shuang Shan, furnishing two platoons with their support and a local reserve. The remaining companies of the 2nd and 3rd South Wales Borderers were distributed in such nullahs, south of Huang-Chia-Ying, as afforded the best cover from shell fire.

The range of heights forming the position of the line of investment, and of the village, with their undergrowth, is intersected by numerous deep ravines of clay, excellent for protection and accommodation in dry weather. In wet weather, however, such as we have been unfortunately experiencing, the ground is washed away, the edges of the nullahs fall in, carrying with them the shelter for the troops; every valley becomes a torrent and every road or track a mass of deep mud. Cover for the men is thus from rain and weather becomes impossible. The men have been soaked through and through for as much as 48 hours, and equipment has been buried by falls of earth, and ammunition has rusted, but in spite of all hardships and privations the spirits and loyalty of the troops have been excellent, and they have worked continuously at digging and at the heavy fatigue work of carrying munitions and ammunition and heavy beams for head cover 1½ miles or more from the front where wheeled traffic has been impossible—often in liquid mud halfway up to the knees.

By degrees, and as I can obtain space, I am moving the rear companies up towards the front line preparatory to the attack on the fortress. Considerable delay has taken place in the preparations of the transport owing to heavy rain, but I learned yesterday that the bombardment will commence on the 31st instant.

The health of the troops, notwithstanding the hard work and trying weather, is most satisfactory.

The line of investment we now hold extends from Kiao-Chia Bay to the sea, running approximately through Kishan, 110 degrees 21 minutes, 30 degrees 8 minutes (Lat. 37° 32' E. Min. N., Long. 120° 51' E.), the high ground south of Chiao-Lan-Kow, to Point 180 (Prince Henry's Hill).

ORDER OF THE ATTACK.

The following is a summary of the order for the attack on the fortress, so far as concerns the British Force:

The whole of the enemy's main line of defence will constitute the front of attack. All arrangements are calculated for a deliberate advance which may, on the part of attacking which presents itself will be seized upon.

The front of attack is divided into four sections, the right central section being assigned to the force under my command. Our front of about 800 yards is roughly bounded by a parallel line running north-east and south-west—the right flank line passing through Point 110 degrees 22 minutes, 38 degrees 7 minutes (36° 22' E. Min. N., 118° 22' E.), village and Point 37° 32' E. Min. N., the left flank line passing through Point 110 degrees 22 minutes, 38 degrees 7 minutes (36° 22' E. Min. N., 118° 22' E.), village and Point 37° 32' E. Min. N., the right flank line passing through Point 110 degrees 22 minutes, 38 degrees 7 minutes (36° 22' E. Min. N., 118° 22' E.), village and Point 37° 32' E. Min. N., the left flank line passing through Point 110 degrees 22 minutes, 38 degrees 7 minutes (36° 22' E. Min. N., 118° 22' E.), village and Point 37° 32' E. Min. N., the right flank line passing through Point 110 degrees 22 minutes, 38 degrees 7 minutes (36° 22' E. Min. 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